The megaphone of Capt. Evans was brought to bear on the Warden's pilot. It roared:

"Get out of that!" The Warden kept on her course, and the Masning held hers. This brought the ugiy prow of the cutter at right angles with the tarboard side of the steamboat. A collision seemed unavoidable. The mate of the Warden ran aft to see where the big cutter was going to hit the sidewheeler, and a lot of passengers fied forward. Some danced up and down in

their excitement. Then Capt. Evans signalled full speed astern to the engine room. He was just in time. The pilot of the Warden, in his eagerness to avoid sollision, awang her head to port so swiftly that her starboard quarter almost grazed the ram of the Manning. The sidewhester's mate,

white in the face, social that his boat was safe, ran forward toward the pilothouse. Capt. Evans's voice thundered after him: "You get in there again and I'll take the whole stern off your old tub."
"That was a presty close shave, wasn't it, Captain?" as ked one of his friends.

"Oh, we had a foot or two to spare," he re-

On, we had a loot or two to spare." he re-plied. "There is no use running all over the ocean to get out of the way of a boat." Sir Thomas Lipton a Erin had dropped far inside the column and was apparently intent on going in further. Capt. Evans tried to signal her by whistles to return and fall in astern. Her skipper didn't seem to understand and Capt. Evans halled the Alleen and

"tilve my compliments to the Erin and tell

him I say to come out of that!" The Atleen steamed away and obeyed in-structions, and within a few minutes Sir Thomas was in the column again. A moment after this there was a commotion in the middle of the cutter column. One of the white armed boats fired a blank cartridge at a steamer that had got inside the line and was slow in getting out. She came out in a burry. That was the last incident affecting the

patrolling columns.
On the run for home the cutters Manning. Onondaga, Gresham and Algonquin waiked through the entire fleet. The Manning and the Onondaga had it nip and tuck about five miles. Then the Onondaga drew ahead, and she was an eighth of a mile in the lead when she headed for anchorage inside the Narrows. The two boats reeled off about 17 knots while they were bounding in, rassing with case the

biggest of the ocean tugs and most of the bigger propellors and sidewheelers. Among the Manning's guests were Mayor Marhury, of Detroit, Capt. Frank Newcomb, who commanded the cutter Hudson when she saved the torpedo boat Winslow at Cardenas; Gen George J. Schoeffel, Mr. and Mrs. Top-ping, George W. Fowle, James T. Lynn, Col. Dickinson, William P. Ward, Joseph and James Carrigan, Miss Virginia Carrigan and Miss Mollie O'Neill. Gov. Hazen S. Pingree of Micht-

gan. Col. Eli Sutton and Gen. White were on the tug Thomas Flannery. Among the guests of J. Pierpont Morgan on the steam yacht Corsair were Sir Roderick Cameron, Lord and Lady Minto, Foxhall Keene and Belmont Tiffany. Some of the passengers on other vessels of the accompanying fleet were August Belmont, the Rev. J. P. Chidwick, Frederick Gallatin, William E. Ise-lin, Mr. and Mrs. Seth Low, Mr. and Mrs.

Lemuel E. Quigg, Postmaster Van Cott, Sena-tor Prostor of Vermont and John R. Drexel. It was understood at the Custom House yes-terday that charges of violating the Treasury Department regulations for the America's Cup races would be preferred against three of the vessels complained of on Wednesday, includ-ing the Idlewild and the Glen Island.

Collector Bidwell will hand these charges over to the Board of Supervising Inspectors of steam vessels at this port. Representatives of the owners of the yachts Admiral and Chetolah, which were charged with having broken through the patrol line on Tuesday. called at the Custom House yesterday to state that what these boats had done was unintentional and that their offence would not be re-

FROM THE DECKS OF THE REPUBLIC A Day of Disappointment for New York

The steamer Republic, which again carried members of the New York Yacht Club and their guests, left Pier A. North River, at 9:15 o'clock yesterday morning. It was not so crowded as on Tuesday, but probably 700 enthusiasts sat about the decks as she steamed rapidly down the bay. Hot coffee and sendwiches braced up the crowd before the Narrows had been passed, and the sight of waiters and prospects for a race were not particularly

"While I want to see the Columbia win the series," remarked an ex-Commodore, "I would not mind it at all if the Shamrock captured one race. It would be something of a reward for Sir Thomas's sportsmanlike conduct and the great amount of financial expense he has in-

Nearing the Lightship, the spectators crowded to the starboard rail until the Republic's port wheel was out of water.

"Is there any danger of tipping over?" an elderly matron asked apprehensively, as she grasped the arms of her steamer chair. Wouldn't it be perfectly frightful if we should

'Such a thing is impossible," said a grizzled yachtsman. "This boat is strong and draws welve feet of water."

But the woman could not be comforted and was not relieved until the spectators had gone back to their original points of vantage. The revenue cutters and torpedo bonts were flying about, driving back the pilots who were too near the starting line. The glasses were levelled at the Manning with the hope that "Fighting Bob" Evans, who had command of the patrol fleet, might be made out. Some of the sharp-eyed observers said they thought the ther saw him on the bridge.
"There's the starting gun!" the crifics ob-

report. "The yachts will be off in a couple of

There were many words of admiration for both flyers as they glided through the water, their hulls shining in the blazing sunlight. The names of the various sails that each carried were given again and again to the women and the landamen, and several greenhorns with big diagrams of a yacht and its various pleces of canvas, were busily engaged finding out what was what.

According to this picture," said a man with a white yachting cap and a spring evercoat.
"the boats have mainsails, topealls, stayshils and ils set. I guess that is correct."
They might have every piece of canyas they own rigged up, but they would make little healway," explained a sharp, who appeared to be an orasile.

healway," explained a sharp, who appeared to be an oracle.

"The wind is so light," exclaimed Commodore J. M. Diekerson, who once augessfully defended the cup with the schooner Madeline against the Countess of Dufferine in 1870, that it is a question in my mind whether they can do as well as they did on Tueslay. The wind on that day, while it was filed with flukes, was stronger and the vaclus made much better headway than they are designous.

made nuch better headway than they are deing now."

The smoothness of the sea and the flapping sale soon convineed most of the spectators that the official announcement later in the day would be "No Race."

Who's ahead?" This was a query that went who's ahead?" This was a query that went from mouth to mouth, as the yachts with spin-sakers -et were singuishly drifting along before no wind of any power. Some said the Columbia was in the lead, while others insisted that the foreign boat had an advantage. Not leag after the Columbia began to drift along more easily, and when there was a difference of several hundred yards between the racers the yachtsmen were elated. It demonstrated to them, they said, that the Columbia was the letter boat in light airs.

Total Horry

ahead until she could lead the Shamrook by a mile, said a little man with white whiskers, who carried a pair of field glasses that were aimost as big as himself. Then if a gale sprung up of a sudden we could race away from the challenger in great style."

"Would that be a true test of the boats' meriss" asked a naval officer.

"I don't know anything about that," was the retort. We must keep the cup and do it at all hazards.

retort. "We must keep the cup and do it at all hazards."

Better lose it fairly," the naval man retorted, 'than win it by any method not thoroughly on the square," and he turned away with a look of disguat as the little fellow was about to put in another oar.

"Why didn'tyou wear your yachting cap today, John?" asked a veteran. John was dressed like an ordinary citizen and stood near the rail, evidently looking for rollers and swells.

"Well, I'll just tell you, 'replied John in a confidential way,' my wife told me to wear a yachting cap, but I thought better of it. You see, I'm afraid of seasiokness, and if I am afflicted, I'd rather have a derby hat on than one of the regulation head gear. It does not excite the mirth of the old salts aboard who know me."

Over a bottle of wine three club men began to discuss the abilities of the Columbia and Shamrook.

"Ill bet you \$500." and one to the other.

to discuss the additional state of the other two. Shamrook.
"Ill bet you \$500," said one to the other two. "that Columbia wins to-day."
"I'll bet \$1,000 she wins," ejaculated an-

other.

"Better still," rejoined the third member.

"Better still," rejoined the third member.

"I'll put up \$1,000 right here that says there'll be no race. All of us want to back the Columbia, so what's the use of arguing. Here's my

In put up \$1,000 right here that says there'll be no race. All of use want to back the Columbia, so what's the use of arguing. Here's my money.

The bet was covered, and in two hours' time there was one club man who was \$1,000 richer. "Aha!" the old saits cried when the announcement was made shortly before 1 o'clock that lunch was ready. The crowd piled down the stairways and the tables were soon surrounded. Those who were too late in the rush stood up, like birds of prey, ready to pounce upon the first empty camp atool. There was not so much bustle as on Tuesday, and the waiters had a comparatively easy time. Nobody paid much attention to the yachts, which were almost motionless three miles away. Their sails were hanging limp and there was not enough wind to blow a bunch of feathers out of one's hand.

"It's a dead calm." the yachtsmen said. "and they'll never reach the stakeboat!"

If that's the case," the hungry persons remarked, "let us ent slowly and deliberately!" And they did, too. After lunch it was so warm in the sum that wraps and overcoats were thrown aside and the upper deck was the sounce of a general promenade."

Here comes three or four million dollars right alongside!" This, in itself, was an announcement that aroused the surfoity of everybody who heard the young man with the low cut sweater make it. The point of his remark was juite clear when the steam yachts Niagara, Josephine. Nourmahal, Vallant and Corsair sailed by in majestic order. With their polished brasses and trim huils and stars they presented a fine marine picture.

Columbia and Shamrock were still drifting, but in a mysterious manner Lipton's boat had crept up until she was within a stone's throw of the defender.

"She must be propelled by steam on the quiet!" the ownipresent pessinist explained

the defender.

"She must be propelled by steam on the quiet!" the omnipresent pessimist explained to his hencers. Tor she mever could have made up that gap without wind.

"Possibly the Columbia had a little steam in her," growled an Englishman, "when she went shead with no visible means of propulsion. Bah!"

went ahead with no visible means of sion. Bah!"

While the crowd paced the decks with feelings of disappointment, somebody spied the North Atlantic Squadron bound out for Hampton Boads. The stately New York was leading, followed by the battleships Massachusetts and Indiana, the cruisers Brooklyn and the New Orleans. The fighters were targets for hundreds of glasses, but they were too far away to be appreciated. appreciated.
It all over!" the experts declared when suddenly the Columbia and Bhamrock put about and headed for the Hook. They had given up the battle and everybody was sorry. The funnels of the steamer fleet then beliched out more black smoke and the race for home and supper began.

BIG FLEET OF EXCURSIONISTS.

Famous Yachts and Scores of Big Steamers Follow the Race.

The fleet of excursion steamers, yachts and tugs was as large yesterday as on Tuesday and the captains were just as careful to keep clear of the racing rachts as they were before. W. K. Vanderbilt's fine steamer Valiant, the largest in the New York Yacht Club's fleet, was one of the first of the yachts out. Close behind her was Eugene Higgins' handsome yacht Varuna, Lloyd Phoenix's auxiliary yacht Intrepid, which was designed by J. Beaver Webb. who also designed the challengers Genesta and Galatea, Commodore J. Pierpont Morgan reached the line on the Corsair just as the preiminary signal sounded, and during the race was to the westward of the yachts. Sir Thomas Lipton was early on the scene and his yacht, with nearly 100 guests on board, followed along the eastern line.

Edward Kelly had a party of friends on his brigantine rigged steamer Barracouta. George J. Gould was on board the Atalanta and his brother Howard entertained on the handsome Ningara. Archibald Watt was on board his new yacht America. John Jacob Aster had friends on the Nourmahal. The barkentine rigged steamer Sagamore, owned by John H. Hanan, had a large party on board, and the caterers preparing the many tables in the English yachts White Ladye, owned by T. Lawafter cabin for lunch made the old salts satis-fied with the state of things, even though the Moxham of Cleveland were also conspicuous. The White Ladye was very careful to keep out

> The Vigilant, with Percy Chubb on board, sailed out early in the morning and went part of the way over the course with the yachts, and the America, the first winner of the Cup; the Fleetwing, famous for her ocean races; the Coronet, another yacht that had raced across

Fleetwing, famous for her ocean races; the Coronet, another yacht that had raced across the Atlantic, were also out. The Palmer, an old achooner yacht, famous in her day but now turned into an auxiliary and owned by F. K. Sturgis, attracted considerable attention by setting her satis on the run home. The Josephine, F. A. B. Widener's new steam yacht, was in the castern division, as were J. P. Duncan's Kanawha, J. Harvey Ladew's Columbia, J. G. Cassatt's Efficienta, Oliver H. Payne's Aphrodite, recently returned from a long voyage in European waters; F. R. Morrill's little flyer Vanoces, John R. Drexel's auxiliary faultana and Harrison B. Moore's fast yacht Marrietta.

Among the other yachts noticed were F. A. Schermerhorn's Freelance, E. C. Beaedio's Oneida, Joseph Stickney's Suaquebanna, F. T. Hunt's Enterprise, J. Nicholas Brown's Ballymena, Amzi. L. Barber's recently imported yacht Sapphire, E. Browning's Lagonda, E. B. Schelton's Black Pearl, A. Van Bantvoord's Clemont, the side-wheel boat H. Darlington's El Reba, J. Rogers Maxwell's new steamer Kismet, Col. Heater's Willadia, C. Meyor's Mazpeth, A. Hart McKee's Parthenia, Gen, F. Greene's Wild Duck, John T. Williams's Embia and H. A. Hutchins's Jathniel.

The steamer Republic, with the members of the New York Yacht Club and their guests on board, was at the line, as was the City of Lawell with the members of the Seawanhaka Corinthian Yacht Club. And the Gay Head with the members of the Atlantic Yacht Club. These boats were crowded with alghasers: The Ponce, Mami, Plymouth, Glen Island, Myndert Starle, Sandy Hook, Monmouth, Homer Ramsdell, Taurus, Sirius, Cygnus, Columbia, Angler, Grand Republic, John Sylvester, Onteora, Perseus, La Grande Duchese, Cambridge, Al Foster, Park City, Montank, Mijes Standish, Albertina, Mount Hope, Shinnecek, King Philip and Georgeanna. Among the tugs were the Fred B. Dalzeil with members of the Larchmont Yacht Cub on hoard, the Pontiae, C. W. Washburn, John Nichols, E. H. Mand, Ivandoe, Eeranton, Dudley Pray, DeWitt C. Ivins,

COLUMBIA A SLIGHT PAYORITE. Light Retting on the Result of the Inter

national Yacht Bace. Most of the big bettors placed their wagers on yesterday's race on Wednesday night and but few bets of any importance were recorded yesterday morning in the uptown hotels and sporting resorts. There seemed to be a decided feeling in favor of holding back until after one race had been decided.

In nearly every quarter, however, Columbia was a slight favorite, the prevailing odds being 10 to 8. These odds were scarcely sufficient to coax any big money from the supporters of the Irish boat. At the Waldorf-Astoria it was learned that late on Wednesday night an enthusiastic admirer of Columbia who had been trying to place \$1,000 all the evening at odds of 10 to 8 that the American boat would win the series, extended the odds a point.

He was immediately taken up by a Shamrock adherent, of whom there are plenty at the Waldorf, and the money, \$1,000 to \$700, was put

up with a stakeholder.
At the Gilsey House it was said that people were quite shy of betting. A few wagers were made in small amounts, most of them at even money. At the Fifth Avenue Hotel very little betting was done. Billy Edwards who had \$1,500 to place on the Columbia sould not be found, and the Shaurock people who were looking for some of it at odds had to go elsewhere to place their money. Jim Cornett who has already bet \$1,000 to

\$800 on the Columbia is not disposed to bet any more at that rate. His offer yesterday was even money, but few sould be found who were

willing to risk money at that figure on the Irish boat winning the series. Tom O'Rourke and his partner made several email bets that the Columbis would win, in most cases giving a slight chade of odds.

Several of the poolrooms also offered odds on the American boat, but most of the patrons were inclined to bet the same way, and business was by no means brisk.

Quite a number of bets were made on the chance of the race being salied within the time limit. Those who pinned their fate to old Father Time gave odds varying from 0 to 4 to 2 to 1.

When it was known that the boats had failed to cover the course in the stipulated time, and the Shamrock had again held her own, a novel offer was made at the New York A. C. The proposer offered even money on Saturday's race and allowed any one accepting the bet to choose his own boat. The offer was snapped up, and, strange to say, the snortsman who took the bet selected the Shamrock to win.

was snapped up, and, atrange to say, the sportsman who took the bet selected the Shamrock to win.

The patriotism of the brokers sufficed to keep the Columbia a favorite in Wall street. R. H. Haisted was the most active boomer of the American boat. He made several bets at odds of 10 to 7 and then branched out further, giving 10 to 8 to a number of men tempted to invest on Lipton's boat by the liberal odds.

The biggest bet announced in the street was \$500 by F. H. Brooks at even money that the Columbia would win the series. When Columbia would win the series. When Columbia was reported as well in the lead later in the aftersoon some enthusiasts offered to bet any reasonable amount at the rate of 10 to 6 that she would keep the cup.

CROWDS AROUND THE BULLETINS. Much Interest Displayed in the Yacht Race

Interest in the yacht race fluctuated greatly in the uptown hotel district yesterday. It was very evident that the crowd of sports who tender their august patronage to prizefighting had not entirely succumbed to the yachting fever. In most of the purely sporting resorts the followers of the pugilists remained stolidly at the bar and talked fight, while the ticker was monopolized by a class of citizens not

general frequenters of the "sporty" bars. At the Gilsey House there was a group of men whose ordinarily staid demeanor was changed to feverish excitement over the race. In an effort to appear composed and at ease. a white-haired old fellow who had a seat near the ticker said in a tone of assumed indifference, "Oh, what's the use of getting excited It's bound to be no race." Just the same, he was the first on his feet and made a dash for the recorder when the ticker began to click out the next bulletin.

A state of surprising apathy existed at the Fifth Avenue Hotel regarding the issue of the race. It seemed to be generally conceded that the trial would end in another fizzle, and the out if the wind gave prospects of a race. Inwho is sick at the hotel, should not be disturbed by messages or telegrams, and no attempt was made to acquaint him with the particulars of the race as it transpired.

More interest was taken in the-contest at the Waldorf-Astoria. A big Union Jack floated from one of the windows, supplemented by a green and gold shamrock similar to the ones flown by the Erin in the Dewey naval parade. There were many incidents that indicated the general interest taken in the struggle by the public. Confirmed Broadway strollers cut their usual route short to drop in a saloon in search of the latest bulliciti. The women were if anything more anxious and excited than the men. They were also happily oblivious of the time limit. Nearly all those who squeezed in to have a look at the bulletine on Broadway were true Americans or else they dissembled well, for there was a satisfactory chuckle and a smile on reading the words "Columbia still leads."

One of the Shamrock ties that Sir Thomas Lipton has presented his friends for the occasion was on exhibition in a Broadway jeweller is, Quite a crowd was attracted by the tie. A minute scrutiny showed that it was used as a means to set off two scarf pins, one the dag of the New York Yacht Club and the other a very neat shamrock in green and gold.

At the beginning of the race there were acarcely enough people to go around in the neighborhood of Thirty-third street and Broadway, where rival bulletins were issued. As the afternoon wore on the crowd increased and announcements, such as "Excursion boats doing well," made to fill in the lengthy gaps while competing yachts were obscured by the fog were received with exemplary patience. The lead of the Columbia about 1 o'clock was reported from different sources and varied all the way from an eighth of a mile to three miles. Then for a while the bulletins were non-committal as to distance, but cheered the crowd with the conservative statement that the cup defender was still leading.

A momentary damper was put on the spirits of the crowd by the announcement that the correspondingly jubilant.

"Faith," said he, "if there was one wind. This made a recent arrival from the Green Isle correspondingly jubilant." More interest was taken in the-contest at the Waldorf-Astoria. A big Union Jack floated

This made a recent arrival from the Green is a correspondingly jubilant.

"Faith," said he, "if there was ony wind enough to kape me frum littin' me dudeen, the Shamrogue would show the Columby her heels sure enough."

TOLD BY A SAILOR.

The Josephine and Aphrodite Race Home for a Big Wager.

Here is a yarn spun last night by a sallor who ber of the crew of the yacht Josephine. owned by P A B Wideper of Philadelphia He had a delighted crowd for an audience: "It was just as the yacht race finished," said

the sailor, "and all the boats and yachts were starting for home. The Josephine, on which I am, met the Aphrodite, Col, Oliver H. Payne's yacht, just at the last stake boat. Mr. Harry Payne Whitney was on our boat and he saw his incle, Col. Payne, on the Aphrodite, He leaned far over the rail and shouted to his uncle:

"'Let's race back home, \$500." This seemed to please Col. Payne and he

'What's the matter with \$1,000?' " The raise of the bet didn't feaze Mr. Whitney and he sung out:

"'I'd sooner make it \$2,000."" Col. Payne, he smiles and he shouts:

"Let it go at \$3,000."" Mr. Whitney, as quick as a flash, answered: "T'd like it to be \$5,000, for you're easy.""
"But Col. Payne said that \$3,000 was enough and so it was agreed to race for that money. This and of Governors Island was agreed upon as the end of the race. Capt. Charles Cox of the Aphrodite and Capt. 8. D. Chase of

our boat both had all the steam up they could use and the race was on. Well, for the first fifteen miles it was "Well, for the first fifteen miles it was a mighty tight race and a pretty one. The two boats kept nose and nose, but after that the Aphrodite pulled away slowly but surely and by the time Governors island was reached she was fully three-quarters of a mile shead. The Aphrodite has triple expansion enginess and the Josephine was full of water ballast, and I guess that's the reason we were beat. The Aphrodite did not stop for Col. Payne to collect that \$3,000, but I guess that Mr. Whitney is good for it. The Josephine is now off Jersey opposite Thirty-fourth street, this city, and the Aphrodite is at the foot of East Twenty-sixth street."

CAPTAINS MAY BE PUNISHED.

Treasury Officials Say They Have Jurisdiction, Even Beyond the 3-Mile Limit. WARHINGTON, Oct. 5 .- It is stated officially at the Treasury Department that the Government has ample authority to punish vessel captains who violate the rules prescribed by the Secretary of the Treasury for boats witnessing the tary of the Treasury for boats witnessing the international yacht ruse. It makes no difference whether these vessels are beyond or within the three-mile limit.

We have, "and Assistant Secretary Spaulding to-day, "jurisdiction of our officers and vessels, no matter where they are."

It is further stated that the Treasury Department can proceed against the English yacht White Ladye, but that this action will probably not be taken out of a feeling of courtsey. The cases against the Idlewild, Gien Island and Magenta, however, will be pressed.

A Foreigner on the Pivot Clip.

Said a man from the visiting yacht, The best thing New Yorkers have gacht; In a foreigner's eyes, At least, for its seves,

Is the Pivot Clipeyegiass; that's whacht. Marine glasses, both stores.



LEONA AFIRE AND SUNK.

MALLORY LINER ABLAZE JUST AFTER REACHING HER PIER. Crew Couldn't Subdue the Flames and Called on the City-Fireboats Soon Filled

the Ship and She Went Down Turning On Her Beam Ends—Fireboat Nearly Caught The Mallory Line steamer Leons, Capt. Vilder, eight days from Galveston, with twenty eabin passengers, officers and crew to the number of sixty, and a cargo of cotton, jute and rags, arrived at her pier at Burling Slip. East River, just before 4 o'clock yesterday afternoon. Half an hour after she tied up it was discovered that her cargo was afire just forward of the pilothouse. The first anybody on the pier knew about it was when the forward hatch was taken off and a big cloud of smoke arese from the hold. The ship's fire apparatus was rigged and the crew, under the direction of Capt. Wilder, fought the fire for about half an hour. Then an alarm was turned in Battalion Chief Kruger, who was in charge of the firemen who responded, when he found out what the fire was, turned in a second and then third alarm. The new calls brought Chief Croker to the scene and also the fireboats New Yorker and Van Wyck. The Van Wyck made fast to the river sud of the pier, and the New Yorker ran into the slip under the Leona's starboard side. Ten lines forward hatchway and almost as many more The vessel came in with a slight list to star-

poard and the water which was poured into her, at the rate of several thousand gallons a Blowly and gradually the vessel sank by the stern until she touched bottom. Then she continued to list until the four-inch hawsers which moored her to the pler on the port side were taut. In this position the firemen fought the fire for about two hours, but notwithstanding the great quantity of water that was being poured great quantity of water that was being poured into the ship, the volume of smoke which came from the hold did not seem materially to decrease. All the ports were open and a draft was created which made the fire burn more flereely.

A few minutes before 7 o'clock, when the ship had listed to an angle of about thirty degrees, reports something like the cracking of rilles were heard on the pier, and then some-body shouted:

The two four-inch hawsers had parted and the ship was rapidly going over on her beam ends. Everybody knew that the New Yorker was on the side of the ship toward which she was careening and that the fireboat was made inst to her, and the crowd rushed to the pier south of the Mallory pier to see what happened to the fireboat. She had backed away from the sinking vessel, however, without further damage than earrying away her flagpole, which caught in the stays of the Leona. While the fireboat was getting out of the way, the firemen and the officers and crew of the Leona were making a wild scramble from her deck for the pier. It was too far to jump and the only means of getting to a safe place was to slide down the lines of hose which had been strapped to the ship's portrail. These improvised scaling ladders were used by everybody who attempted to leave the Leona by the port side. When the vessel began to careen there were some firemen down between decks, and some of the engine-room force of the ship in the after cabin. Chef Croker cailed up his firemen, and then warned those in the after cabin off. When everybody had got off safely he coolly unstrapped all but one of the tan lines of hose strapped to the port rail, gave orders to pull them ashore and then slid down the one remaining line. of hose strapped all but one of the tan lines of hose strapped to the port rail, gave orders to pull them ashore and then slid down the one remaining line.

The Chief's watch dropped out of his pocket just before he left the vessel and the cheers of the crowd on the pier as he landed didn't interest him half as much as the whereabouts of his timepiece. It was found on the deck of the ship, Nine men from Engine 12 and Deputy Chief Dunne slipped into the water in trying to jump to the New Yorker when the ship careened, and were lished out by the men on the fireboat. No one was injured. At 80 clock the fire was under control, and the vessel was lying practically on her beam ends, her starboard rail being entirely under water.

A passenger who came upon the Leona and whose stateroom was near the forward hatch, said last evening that be smelled smoke three days ago, and mentioned it to some of the officers of the vessel. He remembers that a short time alterward the forward and at hatches were lasttened own.

A man who was on the pier when the ship came in said that as soon as the passengers had disembarked the forward hatch was taken off and the ship's fire apparatus was ready and immediately put in operation. Capt. Wilder insists that he did not know that there was a fire abourd his ship until after he had reached the pier.

Chief Groker said last night that the cargo would be a total loss and that the ship's plates had been badly sprung by the fire. The police estimated the Leona's value at \$300,000. The Merritt-Chaeman Wrecking Company was employed to get to work on her as quickly as rossible, to remove the cargo and to right her. Till that is done the Mallory Line boats will use a Brocklyn slip.

A fire occurred on the Leona shortly after midingh to may 1, 1897, when the vessel was off the Usiaware capes on her way to Galveston. She had aboard a number of steerago passengers, German emigrants, bound for

off the Lelaware eages on her way to Galveston. She had aboard a number of steerage passengers, German emigrants bound for Texas, and thirteen were smothered or burned to death in their bunks.

The fire was but out by filling the forward part of the ship with steam, and she put back to New York. So refleent were the officers of the line about the accident that the police had to make a formal demand upon them for enough information to notify the Coroner.

WASHINGTON, Oct. 5 .- These Army orders

Washington, Oct. 5.—These Army orders were issued to-day:
The resignation of Second Lieut, James L, Gra ham Pith in fantry, has been accepted.
First Lieut, William P, Conrad, Twenty-third Infantry, to Ballas, Tex, and relieve Capt, DeRosey C. Cabell, Sixth Cavalry, Capt Caitell to Join his troop, Second Lieut, Charles N, Wallas e, Volunteer Signal Corps, from Fort Myer to Angel Island.
First Lieuts, William A, Edwards and Frederick P, Cook, Forty fifth Infantry, from Fort Shelling to Vancouver Barracks.
Second Lieut, Frederick W, Hershler, Seventh Infantry, transferred to the Fourteenth Infantry.
The following assignments to regiments of officers recently promoted are ordered: Major George P, Horden, to Third Infantry Major William B, Wheeler, to Eighteenth Infantry, Major Cornelius Gardener, to Thirteenth Infantry, Major Cornelius Gardener, to Thirteenth Infantry, Major Alfred Rernolds, to Twenty-second Infantry; Capt. Sydney A. Cloman, to Twenty-third Infantry, Capt. Charles Crawford, to Twenty-third Infantry, Capt. Charles Crawford, to Twenty-third Infantry, Capt. Charles Crawford, to Fifth Infantry; Capt. Frank R, Weisster, to Eighteenth Infantry; Capt. Frank R, Weisster, to Engliseenth Infantry; Capt. Joseph D, Leitch, to Twenty-fifth Infantry; Capt. James E, Normoyle, to Twentieth Infantry: First Lieut. Edward W, Perkins, to First Infantry; Capt. Baines E, Normoyle, to Twentieth Infantry: First Lieut. Edward W, Perkins, to First Infantry; Capt. Bydney A. Cloman, Assistant Quartermaster,

Infantry.
Capt. Sydney A. Cloman. Assistant Quartermaster, having been assigned to the Twenty-third Infantry, is discharged as Assistant Quartermaster Voluntees, Acting Assistant Surgeon William H. Brooks, to Acting Assistant Surgeon Lewie A. Griffith, from Columbia, S. C., to Fort Nagara.

Acting Assistant Surgeon Lewie A. Griffith, from Columbia, S. C., to Fort Nagara.

Major Jesse C. Chance, Fifth Infantry, from Pittsburg to Governors Island.

Major Medad C. Martin, Quartermaster, from this city to Fort Banks, temporarily.

Light, Col. Daniel D. Wheeler, Deputy Quartermaster-freedeners, from Savannan to St. Louis to re-leve Major Chayles A. Both, Quartermaster, Capt. Whils P. Richardson, Eighth Infantry, from Savannan to St. Louis to re-leve Major Chayles A. Both, Quartermaster, Capt. Whils P. Richardson, Eighth Infantry, from Savannan to St. Louis to re-leve Major Chayles A. Both, Quartermaster, Capt. Whils P. Richardson, Eighth Infantry, from Butte, Mont., to San Francisco.

Acting Assistant Surgeon A. H. Simonton, now at Fort Thomas, will report to the commanding time rad, Department of the Lakes.

Capt. Affeed S. Frost, Twenty second Infantry, to this city.

Major Harver C. Carbaugh, Judge Advocate, from

this city.

Major Harvey C. Carbaugh, Judge Advocate, from Department of Matauzas and Santa Clara to New York city.

First Lient, William J. Glasgow, Second Cavalry, detailed as Acting Judge Advocate of the Department of Matanzas and Santa Clara.

Increased Receipts from Baths at Hot Springs.

WASHINGTON, Oct. 5 .- The annual report of W. J. Little, superintendent of the Hot Springs Reservation, was made public to-day. The bathbouses have made considerable gains over the business of last year, the gain in the num-ber of baths given being 37,025 and in the rescipts for baths \$10,495.50, while the average gross earnings have been increased from 20% 23 per cent. The gross amount paid for baths and attendants' fees has increased \$13. (86) 40. The total number of baths given in Hot Springs during the past year, including 147,713 given at the free bathhouse, has been

Field Report of the First Montana WASHINGTON, Oct. 5.-The following from Gen. Shafter was received at the War Depart. ment Friday:

San Francisco, Oct. 5-General Field Return 104 EAST 23D ST.
One door east of 4th Are.
125 WEST 42D ST.
Let B'way and 6th Ave.
1070. State of the Are.
1080 By Brown and 1080 By Brown First Montana Infantry-Total commissioned.

Ladies' Dep't

Suits, at \$15.00.

Also exceptional value and exclusive styles in All Wool

We have joined toughness, comeliness, and low price in our Children's Clothes All Wool Cheviot Suits, \$2.50, \$4 & \$5.

Hackett Carhart © BROADWAY Cor. 13th St. Cor. Canal St. Near Chambers.

WORKHOUSE HIS ONLY REFUGE.

Washington, D.C.

"I had saved some money," he continued. "and kept it carefully until a year ago, when I lent it all to the widow of my inst remaining friend, who wanted to start a boarding house. She used up what money I gave her, got some more on my name without my anowledge, and then dropped name without my knowledge, and then dropped the boarding house. I managed to go on for some time longer, but for the last five months I have earned nothing. Whenever I tried to get something elses to do I met with the reply that I was too old. Now my last cent is gone. I ate nothing at all resterday and to-day. I wish that the State, if it cannot do anything else, would kill men like me who have outgrown their usefulness and who think it cowardly to commit suicide."

"I'll keep you here for a couple of days," said Magistrate Meade, "if you think you can connect with some of your friends."

"No, your Honor," answered Cheever dejectedly. "The trouble is that I have outlived all my friends. I knew that they were dropping away to right and left, of course, but I did not know how carefully the great Gleaner had gathered them all in, until was in distress and started in to look them up."

He was committed to the workhouse as he requested.

was insane and that he wanted to have her committed to some institution. Mr. Blair refused to act in the case and sent him to Bellevue Hospital.

At this the girl ran away down the street. She was recaptured by a pollesman and brought back. In the hespital Dr. Robertson, the Insanity expert, talked with her a long time and then declared sine was perfectly sane. When he said this Name and the Emrich woman raved so that the attendants had to hold them. The girl said she didn't know why her father wanted to get rid of her, but he had made two previous attempts to have her committed.

Albert W. Wuernernitz, a builder, of 307 East Seventy-second streat, offered to give the girl a home and some work to do and she started away with him. The father wanted a policeman refused to act when he heard that the girl was

have been issued:

terprise Lieut. H. c. P. andstone, detached from the Frarie and ordered in charge of the nixal exhibit at the Paris Exposition. Assistant Paymaster C. J. Cleborce, ordered to the Richmend, Lieut. C. B. Brittain, granted sick beare for one month; Lieut. V. S. Nelson, detached from the olympia and placed on waiting orders. Ensign J. E. Walker, detached from the torpeds station and ordered to the Lancaster.

These officers have been promoted: Lieut. J. H. Bayton, C. B. McNay, H. S. Ritter, and Lieutenant-Commander, R. Henderson.

Naval Caleta H. M. Gesason, J. B. Bailey, and G. A. Bissel have been ordered to Glasgow for a course of study.

Second Lieut. P. Williams appointed in the marine corps: Assistant Paymare H. P. Ash, detached from the Ranger and ordered to the Pansacola: Lieut. W. B. McDougail, detached from the Lancaster and ordered to the Amphitrites, Lieut. L. C. Bercelette, detached from the Amphitrites, Lieut. L. C. Bercelette, detached from the Amphitrites, Lieut. B. H. Brown, detached from the Wahash and ordered to the theorem ordered to the Pansacola: Lieut. P. H. Brown, detached from the Wahash and ordered from the Amphitrites and ordered to the Pansacola: Lieut. P. H. Brown, detached from the Mahash and ordered from the Amphitrites and ordered to the Pansacola: Lieut. P. H. Brown, detached from the Lancaster and ordered to the Lancaster and ordered to the Amphitrites and ordered to the Lancaster.

The following changes on the Asiatic station have been made, Lieut. C. T. Negelgasang from the Celtic and home Lieut. L. H. Everhart, detached from the Charleston and to Yokohama for treatment; Cadet J. W. Greenslade, from the Monterey to the Charleston.

WASHINGTON, Oct. 5.-Secretary Root has insued an order discontinuing the Department of the Gulf and transferring the territory heretofore in that denartment to the Department of the East. Col. Frank of the First Artillery, who has been in command of the Department of the Guif, has been ordered to report to the Adultant-General of the Army for further assignment.

Woman, 76 Years Old, Drowns Herself. BALTIMORE, Oct. 5 .- Mrs. Margaret Rubin, aged 76 years, drowned herself in the boat lake at Paterson Park some time last evening and her body was found floating in the water this morning by Park Policeman Charles Cad-dell. She resided with her daughter, Mrs. Bremmar, nt 238 South Regester street. The mass was clearly one of suicide, as she told her granddaughter, vesterday afternoon that she would see her no more.

Days More

AT \$2.50 PER SHARE.

Make all cheeks and drafts payable to

B. H. PEARSON, Treasurer,

Don't allow valuable papers to lie loose around your office-get a bigger safe. We'll take your old one as part payment. Let us call and talk it over now, before the advance in steel raises the price of safes.

Hall's Safes.

Your old safe exchanged for a Modern "Hall." Second Hand Safes for sale. KINSEY, RAINIER & THOMSON, GENERAL AGENTS, 393 BROADWAY, N. Y.

TEL. 307 FRANKLIN.

Safe moving and repairing.

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Special Shoes

Special Needs. We have a Sheethat will cure Bow-Legs in hildren, without the use of straps or braces. We have a Shoc that will correct the tendency to Toe In-an unfailing remedy for an unfortunate defect.

We have a Shoe that will prevent the turning of Weak Ankles; at the same time properly supporting the Arch, and making flat-feet impossible.

But these and other specialties are merely incidental to the main purpose of our Shoe Department, which is so complete in its range of sizes and styles that we are able to furnish Children whose feet are all right now, with exactly the Shoes that will keep them right-at the lowest prices.

60-62 West 23d St.

EX-SENATOR JAMES HARLAN DEAD, A Notable Figure in Iowa Politics and a

MOUNT PLEASANT, In., Oct. 5.-James Harlan, former United States Senator and former Secretary of the Interior, died here at 9:30 o'clock this morning. He was conscious to the last, but unable to speak. He began to fall rapidly early last evening. A whispered good-by to his daughter, Mrs. Robert T. Lincoln, was his last utterance. At the bedshie were Mrs. Lincoln, J. C. Whit-ford, his nephew, and his nurses. Hobert T. Lincoln has been sent for and funeralarrange-ments will not be announced until after his arrival.

ments will not be amnounced until after his arrival.

James Harian was born in Clarke county. Ill. Aug. 25, 1820. He was graduated at the Indiana Ashbury University in 1845, held the office of Superintendent of Public Instruction in Iowa in 1847, and was Freshteat of Jowa Wesleyan University in 1853. He was elected to the United States Scnate as a Whig in 1855 and for a time he served as Chairman of the Committee on Public Lands, but his seat was declared vacant on a technicality on Jan. 12, 1857. On the 17th of the same month he wastrefected for the term ending in 1861. In the latter year he was a delegate to the Feare Convention. The Iowa Legislature reflected him to the Senate for a full term. In 1865 he resigned from the Senate to become Secretary of the Interior in President Lincoln's Cabinet. He was elected to the Senate again in 1861 and in the same year was a delegate to the Philadelphia Loyalists Convention.

On resuming his service in the Senate he became Chairman of the Committees on the District of Columbia and on Indian Affairs and a member of those on Foreign Relations. Agriculture and the Pacific Railroad. In 1863 he was made President of the Iowa University.

Leaving the Senate in 1873, he became editor of the Washington Chranicle. From 1882 to 1885 he was Presiding Judge of the Court of Commissioners of Alabama claims.

Col. Silas Titus died on Wednesday at the home of his son, S. W. Titus, #22 Carroll street, Brooklyn. He was 88 years old and was born in Cate, N. Y. In 1821 he started in business in Syracuse. At the outbreak of the Civil War he went to the front with the Twelfth New York. He afterward was made Colonel of the One Hundred and Twenty-Second. For the past year he had made his home with his son, and his death was due to shock he received at a fire which occurred in the house two weeks ago.

ago.

Mrs. E. W. Caswell, wife of the Rev. E. W. Caswell, neator of Trinity M. E. Church, Norwich, Conn., died on Wednesday at the home of her son, the Rev. Lincoin H. Caswell, pastor of the M. E. Church at Glen Cove. I. I. The funeral services will be held in the Glen Cove. Mothodist Church to-day.

Dr. Frederick Olin White of New Haven, a graduate of the Vale medical school in the class of '77, died of apoplexy yesterday aged 47 years. He was born in Seymour, Conn. After graduating from Yale he studied in Paris for some time.

George Hotchkiss, aged 87 years a wall-

some time.

George Hotchkiss, aged 87 years, a well-known business man of New Haven, died there yearerday. He was born in New Haven and could trace his ancestry back to the days before the Colonial wars.

BROOKLYN.

An overhead trolley wire broke shortly before noon pessenday at Fulton and Smith Streets, and in falling struck Dr. Henry Enton of 345 Clinton street, on the forehead, causing a severe shock and a burn. Dr. Enton remained in a semi-dated condition for several momenta, and was taken home in a coach. An absolute divorce was granted to Arthur W. Leslie from Mary C. Leslie by Justice Garretson in the Supreme C uri, yesterday, Jeslie is a hotel before at Coney Island and was married in Boston, Mass., in 1888. Daniel A Fancon, also a hotsikeeper at Coney Island was named as the correspondent.

NEW JERSEY.

The steam lighter Donnis Valentine of Green point I. I. sprung a leak and sunk early gesterday morn-ing while lying at the Scandinavian American line piper, footof Fourth afteret, Hobnien. The crew es-caped before the lighter went down.

A large gray tomeat attacked 7 year-old William Burns, of Nineteenth street, Weehawken, yesterday, in a yard adjoining his home. The childs face and arms were bad! bitten and torn before his mother went to his rescue. The wounds were cauterized, and the cat was shot.

The Weather. The storm on the coast of Florida remained nearly stationary yesterday and was attended by high northeast winds as far north as Hatterss and heavy rain over Georgia. Tennessee, eastern Alabama, the Carolinas and Virgilia. The atorm is likely to move northeantward to day.

Among the passengers who arrived last night as Quarantine on the Hamburg America, line of anner Penneylvania from Hamburg, were Ross A. wirel W. G. Buchler, U. S. N., and P. Burchard, German Consul at Mexico. Fair weather prevailed yesterday in all other dis-tricts. The pressure was high over the Central States west of the Missi-sippi, with temperatures touching from freezing point to aix degrees below freezing in Wyoming, Nebraska, South Dakora, Colorado and western Kansas. Heavy frost was reported in these States and in Missouri.
In this city the day was partly cloudy and slightly

warmer. Average humidity 74 per cent, wind generally southerly and fresh, barometer corrected to read to sea level at 8 A. M., 80 20; 8 P. M., 30.11. The temperature as recorded by the official thermometer, and also by THE SUN's thermometer at the

atreet level, is shown in the annexed table:

- Officia - Sun 1. - Officia - Sun 1.

| 1880 | 1890 | 1890 | 1890 | 1890 |

9 A. M. 52 | 19 | 61 | 6 P. M. 61 | 72 | 60 |

12 M. 65 | 78 | 64 | 12 Mid. 61 | 72 | 60 |

9 P. M. 67 | 78 | 64 | 12 Mid. 61 | 72 | 60 | WARBINGTON FORECAST FOR FRIDAY AND SATURDAY. For New England, fair to-day, except rain on the outh coast. Saturday rain near the coast, fair in the interior; winds shifting to east and becoming brist

the coast to-day and Saturday, winds shifting to northend and increasing in force.
For the District of Columbia, eastern PennsylWm Vogel & Son Fall Overcoats

are in great demand just now; and nowhere in this Greater New York can be found a more extensive variety than here.

We draw particular attention to

Our Special

\$19

This is a fine Black Worsted Thibet Gentlemen's Fall Overcoat-silk lined through-out to the edge-carefully tailored-all hand finished—a genteel distinctive garment and one that bears all the marks of style and one that care and experience alone can give.

Anywhere else this garment would be priced t \$25,00 - but we say \$10.00.

Fall Gloves and Hats are ready. Broadway and Houston St.

Furniture For Presents.

Tea Tables of Mahogany, Colonial and Chippendale designs, delicate Marquetry lines, \$9,50 up-23d Street. Colonial Rocker of Maliogany, a delightful sewing chair, rush seat. \$10.00.

Slipper Chair of old Flemish oak-copied

somewhat after the old Dutch milking stools,

\$5.00-23d Street. Schmitt Brothers,

Cor. 25th St. & 4th Ave. Two 40 East 23d St. Stores. BUBSTITUTE ON THE AMBULANCE.

Treatment of a Surgical Case. John Morrissey of 1326 Third avenue, a stone mason employed on a house in process of erection at Amsterdam avenue and Seven-tieth street, fell from a scaffold there five stories to the ground yesterday afternoon. A policeman summoned an ambulance from Roosevelt Hospital and one responded with Dr. Hutton in charge. He took the man to Bellevue

Hospital. At Bellevue last night the surgeons declared that Dr. Hutton should have taken Morrissey to Roosevelt, as he was badly injured. His right leg was broken so that the bone protruided through the flesh, his knee was cut and he had received four scalp wounds. The Bellevue surgeons declared that Dr. Hutton had not even dressed the man's wounds before the long trip to Bellevue was begun.

At Roosevelt Hosoinil it was said that Dr. Hutton was not regularly on the staff of the hospital, but had acted yesterday as a substitute for Dr. Welch, who was taking a day off. They said that they knew nothing allout the case, as Dr. Hutton had gone home immediately after taking Morrissey to Bellevue.

Dr. Welch said last night that he rode on the ambulance with Dr. Hutton. Morrissey's injuries, Dr. Welch declared, were not as serious ambulance with Dr. Hutton. Morrissey's in-juries, Dr. Welch declared, were not as serious as was made out at Bellevue. The man was taken to Bellevue, he said, because it was a case for long treatment and all the beds at Roosevelt were full.

Secretary Long and Rear Admiral Sampson

WASHINGTON, Oct, 5.-Secretary Long called Rear Admiral Sampson into conference at the Navy department yesterday in regard to the advisability of resubmitting to the Senate the nominations of those naval officers who were recommended for promotion and numerical advancement on account of their services in the war with Spain. The Senate falled to con-firm these pominations, owing to the opposi-tion of Admiral Sohley's friends. It was agreed that the question of resubmitting the nomina-tions should not be decided until Congress As-sembles. If the attitude of Schley's friends re-mains unchanged at that time, the nominations will probably not be sent in.

Nothing Happened to the Grand Republic, While on the way to the yacht races at 10 o'clock yesterday morning, the steamboat Grand Republic nearly hit the steam yacht Trophy in Buttermik Channel. This appears to be the foundation of a report posted on cer-tain bullstin loards yesterday afternoon and telegraphed all over the country that the Grand Republic had been sunk.

JOTTINGS ABOUT TOWN.

Louis Fines, the Italian who was frightfully wounded in a fight with ages on Set. 1, died of his injuries in the J. Hood Wright Hospital yester-day. Pasquate Eduardo, an Italian laborer, of 237 East 111th atrees, was struck on the head and kitled by the beam of a derrick at joith street and Riverside Drive yeaterday. The courractor was arrested. The Board of Ordinance and Fortifications went to Fort Wadsworth yesterday to insuce the fortifications there. In the party were Gen. Schon A. Miles, Col. Royal T. Frank, Capt. Kubs. Capt. C. P. Wheeler, Ifett. I. N. Laws and the dividian member of the Roard, Judge Joseph A. Outhwatte. The Board will visit Fort Hamilton and Sandy Hock. Andrew S. McLaughile, an engineer of 300 West Fifty-first street, was caught by the right arm in a dynamic at 46 Mailen lane last night and was nearly dragged into the machine. His arm will probably have to be amputated. Among the passengers who arrived last night as Quarantine by the steamer Arkadia from Ponce, Mayaguet and Ban Juan, were All Gen. W. P. Hall, William R. Gherardi, son of Admiral Cherardi and H. H. Walker. and H. H. Waiser.
William Reagan of 514 West 153d street committed swinds by dranking carbolic acid on the street is
West Chester yesterday afternoon. He had a religious mania, his son says.

C. DORFLINGER & SONS extend to their patrons and to strangers visiting New York an invitation to visit their store and view their new stock of fine glassware appropriate for the fall season.

> 915 Broadway, near 21st St., New York.

MORGAN'S STEAM CARPET CLEANING AND RENOVATING WORKS,
BROADWAY AND 47TH 5Z,
TRLEPHONE, 2136-38FH.
Carpet layers furnished at short access.

grows every day. We offer today, Ladies' Fine Camel's Hair Tailor Made

Plaid Skirts, at \$7.98. Above at the 13th St. store only.

H. P. Cheever, Once Knows as a Humorous Writer, Compelled to Ask Aid.

Henry P. Cheever appeared before Magis-Court yesterday and asked to be committed to the workhouse because he had no home, and no means of livelihood. He is 73 years old. He had earned a livelihood for fifty years, the old man said, as a writer and correspondent. Once he was well known as a humorous writer over the signature of "Si Slocum." He served through the early part of the Civil War in the Second Massachusetts Battery, and in the last two years of the war was Provost-Marshal in

SANE GIRL TAKEN TO MAD WARD. Father Raved When the Doctor Wouldn't

George Naue, a porter of 340 East Seventysixth street, accomposited by his daughter Amelia, 21 years old, and a woman who said that she was Mrs. Kate Emrich, called at the office of Superintendent Blair of the Outdoor Poor yesterday afternoon. The girl was weep-ing bitterly and begging her father not to have her locked up. Name said that his daughter was insane and that he wanted to have her

man to arrest the builder, but the policeman refused to act when he heard that the girl was of age. Naval Orders.

The Department of the Gulf Transferred

To buy Stock in the

Liquid Air Mining Co.

PAR VALUE, \$10.00 PER SHARE.

St. Paul Building, No. 220 Broadway, New York.

vania, New Jersey, Delaware, Maryland and Vir ginis, rain to-day; Saturday fair, increasing north-For western New York, fair to-day and Saturday,